GOOD ROADS.

Wide Tires for Heavy Wagons.

Six inches is the width of the tire which will best serve the farmer for all round purposes. This is the result of a long series of accurate tests and experiments made at the Missouri agricultural experiment station. The experiments extended over a period of 20 months, in all kinds of weather and on all kinds of roads and farm lands.

Director H. J. Waters, who conducted the experiments, made it his purpose to arrive at the exact truth of the matter and had two wagons specially arranged for the tests. They were of exactly the same weight, one being fitted with ordinary one-half inch tires, the other with six inch tires. Each was loaded with exactly 2,000 pounds.

These wagons were hauled over all kinds of dirt and gravel roads, both wet and dry, and over various kinds of farm lands, the pull exerted by the horses being carefully measured by the help of a tractometer. It was found that the same power needed to draw the narrow tired wagon with its 2,000 pound load on a gravel road would have pulled a load of 2,482 pounds on the wide tired wagon. The same power required to draw the 2,000 pound load on narrow tires over dirt and gravel roads when these were dry and hard was found sufficient to draw a 2,530 pound load on the wide tired wagon under the same conditions, and it was shown that when these roads were deep with mud, but partly dried at the surface by a few hours' sun, the same power required to draw the 2,000 pound load over them on the narrow tires would pull a load of 3,200 pounds on the wide tires.

Director Waters states that the conditions under which the narrow tires offer an advantage over the wide ones are "unusual and of short duration" and that "through a majority of days in the year and at times when the dirt roads are most used and when their use is most imperative the broad tired wagon will pull materially lighter than the narrow tired wagon."

He states that "a large number of tests on meadows, pastures, stubble land, corn ground and plowed ground in every condition, from dry, hard and firm to very wet and soft, show without a single exception a large difference in draft in favor of the broad tires. This difference ranged from 17 to 120 per cent." As a result of all experiments conducted he says, "It appears that six inches is the best width of tire for a combination farm and road wagon and that both axles should be the same length, so that the front and hind wheels will run in the same track."

Other experiments have shown that much less power is required to haul a loaded wagon if it be provided with wide tires. One of these tests was made by the officers of the United States department of agriculture at the Atlanta exposition in 1895. Two wagons, both weighing alike with their loads, were drawn over a wet piece of clay road, one wagon having two inch tires, the other with four inch tires and with the rear wheels farther apart than the front wheels, so as not to run in the same track. It was found by the use of the tractometer that twice as much pull was required to haul the two inch tired wagon as was required for the other. That part of the road traversed by the narrow tired wagon was cut and rutted to a depth of several inches, while the tires of the other wagon had rolled the road into a smooth and hard surface.

Experiments made at the agricultural experiment station in Utah have demonstrated that a 1½ inch tired wagon drew about 40 per cent heavier than one with three inch tires and weighing with its load the same as the other. At the Ohio State university it was shown that a wagon with three inch tires and loaded with 4,480 pounds could easily be hauled by two horses over an ordinary dirt road in good condition and with a hard surface, while with a narrow tire half as much was a full load for a double team.

The general use of wide tires would do a great deal to maintain our roads in good condition. Narrow tires necessarily wear ruts and cut up the road surface. Water and narrow tires work together to destroy streets and roads of all kinds, whether macadam, dirt or gravel.

The value of wide tires as road rollers has been strikingly illustrated in Onondaga county, N. Y. The Solvay Process company of Geddes, in that county, were accustomed to hauling heavy loads of stone for 4½ miles from the quarry. To test the wide tire theory they built several wagons having four inch tires on the front wheels and six inch tires on the rear wheels and with the rear axles longer than the others, so that the tracks of the rear wheels would just lap outside of those made by the others. The result of the use of these wagons was to produce a hard, smooth, compact surface, and the road, having been filled so as to raise the middle or "crown" it, is thoroughly drained at the surface and always fit for use with the heaviest loads. Loads of eight tons are frequently hauled over them and instead of tending to cut up the road serve to roll it harder and harder. The superintendent reports, too, that the improved condition of the road has reduced the cost of hauling the stone from 80 cents per ton to 60 cents, or 25 per cent. OTTO DORNER,

Chairman L. A. W. Highway Improvement Committee.

Roof over the Road.

Road Expert E. G. Harrison of the department of agriculture meets with some humorous experiences in the course of his travels over the country building experimental roads and spreading the doctrine of good roads. Frequently these are in the form of puzzling questions from quizzical farmers and often a statement which seems to offset his knowledge of road building.

Some time ago he was attending a meeting of farmers who were invited by officials of the League of American Wheelmen to hear General Harrison and to learn from him what he proposed to do with the experimental roads he was to build in the township. On this occasion one of the audience spoke up and asked:

"How deep do you propose to build your road?"

"Eight inches," was the reply.

"Why, man, that won't be any use in this country! Why, sir, the frost goes eight feet into the ground!"

The rest of the farmers sided in with this remark and for some time had a little fun at the general's expense. But he is always ready for such things, and it did not take him long to turn the tables on them.

"You farmers have sheds on your premises, of course," he replied, "and you have often in the spring of the year, when the frost was coming out of the ground, been obliged to lay planks to enable you to reach those sheds without getting in the mud?"

They gave their assent to this statement, and he continued:

"When you reached the shed, you found the ground hard, firm and dry under the roof, and yet the frost had nearly an equal chance to get into the ground there as it did outside." The farmers saw the point.

"The whole philosophy of road building," continued the general, "is to build a roof over your road through which the water cannot penetrate, and the frost will amount to little. Now, gentlemen, what I propose to do is to put a roof over your road. Of course it is impracticable to place this roof up so that you can drive under it, but I shall place the roof on the road so that you may drive over it."

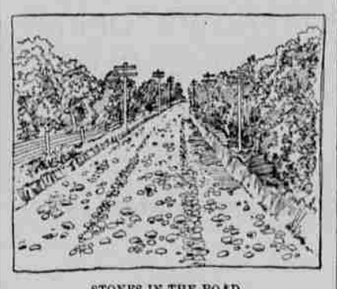
On another of the occasions when the L. A. W. gave him a chance to address a similar meeting he was asked the value of and the application of drains to dirt roads.

"Have you as a boy going barefooted, as all boys should, noticed that by working a piece of moist ground with your feet you create mud? Of course you have, and so has every boy that ever lived. In that little act you have the secret of bad roads. The moisture in the ground, aided by constant travel, creates the mud holes and ruins them. Now take a sponge and soak it full of water. You will find that the big holes do not fill, but the fine pores are the ones that hold the fluid. Place the sponge in a sieve over a basin, and you will find that it will become dry in a short time, the water seeking the basin below. That is just the principle involved in making good dirt roads. We place the drain through the center of the roadway, and the earth above holds the moisture, which, like the water from the sponge, seeps down to fill the vacancy below in the drain and is carried off."

Building Material.

Every stone road unless properly built with small stones and just enough binding material to fill the voids presents a honeycombed appearance. In fact, a measure containing two cubic feet of broken stone will hold in addition one cubic foot of water, and a cubic yard of broken macadam will weigh just about one-half as much as a solid cubic yard of the same kind of stone.

To insure a solid roadway and to fill the large proportion of voids or interstices between the different pieces of



STONES IN THE ROAD.

broken stone some finer material must be introduced into the structure of the roadway, and this material is usually called a binder or by some roadmakers a "filler."

There used to be much contention regarding the use of binding material in the making of a macadam road, but it is now conceded by nearly all practical and experienced roadmakers, both in Europe and America that the use of a binding material is essential to the proper construction of a good macadam road. It adds to its solidity, insures tightness by closing all of the spaces between the loose irregular stones and binds together the macadam crust in a way that gives it firmness, elasticity and durability.

Binding material to produce the best results should be equal in hardness and toughness with the road stone. The best results are therefore obtained by using screenings or spalls from the broken stone used. Coarse sand or gravel can sometimes be used with impunity as a binder, but the wisdom of using loam or clay is very much questioned. When the latter material is used for a binder, the road is apt to become very dusty in dry weather and sticky, muddy and rutty in wet weather.

A Tale From the Mysterious East.

The last wonderful tale being told among the Burmese in Rangoon is concerning a monster egg. A few months ago near Shwebo the villagers heard a strange and mysterious voice in the jungle uttering in Burmese the words, "I am going to lay," which were repeated frequently several times a day for many days. Eventually the egg was laid, and its size is said to exceed that of ten large paddy baskets. Nobody will go near this egg, from which now come the words, "I am going to hatch," also repeated many times every day.

Millions of Dice.

The bone dice used in the United States are all imported from France, though it may be that the bone of which they are made came originally from this country. They are made in a manufacturing district not far from Paris in which are produced various articles of bone, and also things partly of bone, as, for instance, tooth brushes. Bone dice are made in eleven sizes, from 0 to 10 inclusive, and in each of these sizes they are made both square and round corned, as are all other kinds of dice. In all kinds of dice there are sold of the square-cornered variety ten times, perhaps twenty times, as many as of those made with rounded corners. Round-corned dice are often used in playing backgammon; they wear a board less than square-cornered dice would and roll easier. There are made some black bone dice with white spots, but the sale of these is comparatively very limited. The great majority of the very large number of bone dice sold are in the form of the familiar white cubes with black spots.

Celluloid dice, which are made in this country, are of both opaque and transparent material. The transparent dice are made in saffron color, in magenta and in green; the opaque in imitation of ivory. The imitation ivory dice are finished in various ways as to the color of the spots, some being made with black spots and some with spots of blue and some with red spots. The spots on the various transparent dice are made white. These various kinds of celluloid dice are made in seven sizes.

There are made in celluloid two styles of poker dice, one octahedron-shaped and containing on its eight faces representations of the seven, eight, nine, ten, jack, queen, king and ace of ordinary playing cards; the other poker dice is cube-shaped, containing on its faces, instead of the spot, numbering from one to six, as seen on common dice, representations of the ordinary playing cards from the nine-spot to the ace inclusive.

Dice are made in various sizes of vegetable ivory, of ivory and of pearl; the most costly dice are those of pearl, a set of five of medium size would cost at retail about $7.50. Some of the bone dice are very cheap, dice of small size selling at retail for a cent apiece, or ten cents a dozen.

A considerable number of dice of one kind and another are sold for use in the household. All cabinets made to hold cards and counters and so on have a compartment for dice, which are part of the equipment, and many dice for such use are sold seperately.

Take it altogether, the consumption of dice in this country amounts to millions annually.

Shallow Corn Culture.

A revolution in corn culture in Nebraska is promised. For some years the advocates of shallow cultivation have been endeavoring to prove the value of their plan, but have made little headway. At the request of a number of farmers the experimental station has been making thorough tests, and a bulletin announcing results is being prepared for publications.

Four acres of land was divided into tracts of one acre each, and each tract was cultivated by a different cultivator. The result showed that the acre under deep cultivation yielded fifty-nine bushels, while one under shallow yielded sixty-eight and the other two sixty-nine bushels each. The land receiving shallow cultivation was stirred to a depth of three inches, that receiving deep cultivation to a depth of six inches.

The director of the experimental station says that the advantage of shallow cultivation lies in the fact that the air does not penetrate so deeply, and therefor does not dry out the roots in a year where the rainfall is below normal. A study of the roots of the corn plant shows that many of them would naturally grow within three or four inches of the surface, but when the upper layer is dry, their source of nourishment is shut off. Deep cultivation has the disadvantage, too, of tearing the roots, thereby hindering them from securing the proper amount of nourishment. The one thing insisted upon in shallow cultivation is frequent stirring to prevent a hard crust from forming for any time on the surface.

Wherever tried, the shallow cultivated corn this year has proved the more vigorous, although so well timed have been the rains that the yield is certain to be enormous. The prospects are such that the millions of bushels held by speculators in cribs are being marketed as fast as possible, although the market has sagged some within a month.

Interesting Facts from Its own Record.

The 72d annual report of the Vermont Mutual Fire Insurance Company shows a total of 725 losses for its fiscal year ended August 1, 1899—two hundred and one more than for the previous year—an increase very largely due to lightning's frightful work. The "Old Mutual" paid $191,079 11 to unfortunate members during the year—$63,641 58 more than in the year 1897-98.

Was this a severe drain upon its resources? Not very. Look! By the wise policy of its directors who, "in time of peace prepared for war," a surplus had been created for just such an emergency, and by a draft of only $16,835 (equal to about ⅜ of one per cent of its Premium Note capital) from a total reserve of $105,902.73, the assessment rate in this acknowledged year of remarkable disaster is kept at the "four per cent standard," while the amount thus raised will be adequate to cover every loss of the year, and every fire sufferer receives his money when due.

The reasonable assurance which this precedent establishes, that one's assessment will not, except through catastrophe as yet undreamed of, exceed four per cent, (the lowest amount consistent with conservatism and sure protection), is invaluable to the insured and to him who would be insured.

In respect of business and financial strength this bulwark of Vermont fire insurance stands firm; and the remarkable increase in the number of those who are coming to lean upon it is infallible proof that it is daily growing stronger in public regard and confidence.

Give the Children a Drink

called Grain-O. It is a delicious, appetizing, nourishing food drink to take the place of coffee. Sold by all grocers and liked by all who have used it because when properly prepared it tastes like the finest coffee but is free from all its injurious properties. Grain-O aids digestion and strengthens the nerves. It is not a stimulant but a health builder, and children, as well as adults, can daink it with great benefit. Costs about ¼ as much as coffee. 15 and 25c.

High-Heeled Shoes.

Since women have been wearing sensible, broad-toed, flat-heeled boots most of the chiropodists have found business slack. But if Dame Rumor foretells correctly they'll soon be brushing up their signs and working overtime to meet demands.

Our British cousins say that women's feet should look small. American girls always had their own ideas about this matter, and crammed their toes into narrow shoes until they hobbled like the dainty little almond-eyed ladies of China, but, since the golf girl came and the bicycle girl, too, there has been a change. Louis IV. shoes are all right to dance in, but they don't amount to a row of pins when one is boating or wheeling or fishing or climbing hills, and that's what the summer girl of today is doing most of the time. She doesn't want to be pinched up or helpless, and enjoys the fresh air of heaven and the sunshine and nature. The broad, comfortable shoe was a godsend after years of misery with the sharp-pointed footgear that kept her toes twisted together and her instep raised like a flagpole. And now, just after salvation has come, must she once more don the painful horrors from which she has been but recently unchained?

Every woman will declare that she will never again be a victim of short, narrow shoes, whatever the fashion may be. That's all right to say, but how many will have the courage to wear one sort of a shoe when all the rest of beskirted humanity is wearing some other style? Not many, it is to be feared. The physical culture advocates will be among the minority and possibly the girls who go in for outdoor sports to an unusual extent. But no matter how advanced women may become, or how strong-minded, it takes the nerve and energy and courage of a Julius Caesar or an Alexander to war against the decrees of fashion—and Julius Caesars and Alexanders are rather rare in femininity's ranks these days—[Chicago Times-Herald.

Customs in Siam.

The favorite delicacy in Siam consists of putrid prawns saturated with very strong red pepper.

Siamese babies, dogs and cats are all dyed yellow by rubbing in a paste containing turmeric powder.

Until recently seashells and cocoanut shells were current coin of the realm in Siam, 880 of the former being change for one of the latter.

When a member of the royal family dies, honey and quicksilver are poured into the body, which is placed inside a copper urn and that inside a golden one.

Siamese school children are probably the best behaved in the world. Not merely corporal punishment, but even the need of hard words toward them, is unknown.

They have never taken kindly to kissing. When a sovereign dies, the whole people must shave their heads, while some go even further and shave their eyebrows also.

Every man, woman and child in Siam is a reckless gambler. One consequence is that pawnshops there are numerous. Some of the streets in Bangkok contain nothing else.

No Siamese will sleep with his head toward the west, except on a Monday. To do so would be, in his opinion, certain death, for dead bodies are always laid out in that position.

The Siamese have so strong a superstition against even numbers that they will have none of them. The number of the rooms in a house, of windows or doors in a room, even of rungs on a ladder must always be odd.

Tobacco in the Connecticut Valley.

This year's yield of Connecticut valley tobacco promises now to be a record breaker, if it emerges from the cure in good shape. The prices realized from last year's crops were the highest since 1892. The crop will probably be the equal of the 1892 yield, but prices that year were due to a considerable extent to the tariff then in force. As a result of the prices which last year's crops commanded, farmers who had abandoned the raising of the weed returned to it this season, in many cases mortgaging their farms to buy tools and fertilizer. It has generally been the rule that a good crop of tobacco in the Connecticut valley is followed by several poor crops. This year has proved an exception, and the crop gives every indication of being uniformly desirable. Much of the choicest leaf has already been contracted for at high prices. No sales are reported at less than 16 cents a pound and the price ranges as high as 20 cents.

Too Much Fruit.

The shipments of green fruit to the east from California for the last few weeks have been the heaviest on record. One day one hundred car-loads of fruit left Sacramento, divided into five trains. The average for July was 53 car-loads a day, and for this month the average will be 75 cars a day. It is estimated that Northern California will send 10,000 carloads of green fruit to the east this season. Fruit packers are greatly worried over their failure to secure enough tins to handle the fruit which they have engaged. Those who have contracts with can factories are safe, but several large concerns have been forced to announce their inability to handle fruit. The chief sufferers will be the orchardists, who made no regular contracts, but counted on the usual demand from canners.

Wireless Telephony in Brussels.

Necessity has again been the mother of invention. Recently a violent storm broke the wires connecting the telephone subscribers at Ixelles with the central telephone office in Brussels, and it was declared that it would take about three weeks to reestablish communication. Somebody connected with the telephone service then suggested a trial of telephoning without wires until the damage could be repaired. The suggestion was taken up, and some experiments were made which proved so successful that the inhabitants of Ixelles have since been telephoning to Brussels with as much facility as when the wires were intact.—[Westminster Gazette.

A Half Minute Romance.

The little boy sat on the park bench and swung his feet.

"I'll tell you my name if you'll tell me yours," he said.

"Well, what is it?" said the little girl.

"Lemmy Kishew. What's yours?"

"Ollie Wright."

And she dug her fairy little toes in the sand and waited.

Dewey's English Milkmaid.

Many of the prominent English residents, both men and their wives, among whom Admiral Dewey had many warm friends, were aboard to say good by. And in this connection there is a pretty little tale about a beautiful mestiza who, they whisper in Manila, saved the admiral's life. Last summer, so the story runs, the admiral's health was much impaired and the Olympia's doctor prescribed a diet of fresh cow's milk. One might as well recommend dissolved pearls to a beggar as to prescribe cow's milk at that time in Manila. The admiral was telling, as a good story, the incident one day to a party of his friends from Manila, one of whom happened to be the pretty young mestiza, whose father is a prominent Britisher. They all laughed heartily at the American doctor's absurdity—that is, all except one.

As in fairy tales, it so happened that this pretty young lady's father was the possessor of a number of splendid Australian cows, who gave "real milk" every day. This was a treasure that few were able to indulge in in Manila. Therefore it happened that the next day and the next and manana indefinitely, as long as the Olympia lay in the harbor of Manila, there was sent every day aboard ship a nice fresh bottle of Australian cow's milk, and so our indebtedness to England continues to increase. Whether the story is true or not there is at any rate, or was, in a conspicuous place on the dresser in the admiral's cabin, when the Olympia sailed away from Manila, a picture of the very celebrated Manila beauty, and, unless the seas get too heavy, I'll wager that it is still there when she heaves anchor in New York harbor.—[Manila Letter in Leslie's Weekly.

Is Pitch a Solid or a Liquid?

An interesting question has just called forth an opinion from the courts in Trinidad as to whether pitch is a solid or a liquid. The stratum of pitch in that island is usually from four to seven feet below the surface, and when dug through the pitch melts and oozes out. So if a man dug down near his neighbor's lot he would be able to collect pitch coming from under his neighbors land. The plan was described by one of the witnesses as "the plan adopted when you want to dig your neighbor's pitch." It "bulges out," he explained, "and you shave it off each morning." But suit was brought by one outraged neighbor whose pitch had thus been shaved off in adjoining land. The defence was that an underground stratum of pitch was like so much water, no man's property till appropriated. But the court held that pitch was a material, and that one had no more right to abstract it from a neighbor by the oozing process than one would have to tap his deposit of iron or silver.—[From The Manufacturer.

Paid No Duty.

A Washington woman, who has just returned from the other side, brought home with her some pounds of delicious tea which she came across in England, the like of which she had never drunk before. On the way over she made up her miud that she would not pay duty on it, for she felt that no really patriotic American can conscientiously pay a tea tax after what our accestors did in Boston harbor. So she made herself a petticoat and into the lining thereof she quilted the tea. When the steamer drew into port she put on the garment. To wear it was martyrdom. It seemed to weigh a ton, but she passed the custom house officers successfully and in a congratulatory mood took the train for Washington. Her husband met her at the station. He marked her pale, worn look. As she stepped into the carriage she told him the story. "I wasn't going to let them get ahead of me," she said proudly. Wasn't it a lovelvidea?" Her husband fell back in the carriage and roared. "Lovely," he said, "lovely! I should say it was. Why, my dear, there isn't any duty on tea."

Bible Society Report.

The American Bible society has published its 83d annual report, from which it appears that in its last year, ending June 30, there were 1 380,892 copies of the Christian scriptures issued, 780,943 from the Bible house in New York city and the rest in other countries; but of the Bible house issues 119,673 copies were sent abroad. Chaplains in the navy were given 1250, and 71,360 were given to the army commission of the Young Men's Christian association for the soldiers and sailors in the war with Spain. The society reports great interest in the Bible in China, where the emperor has shown favor, and in Japan, whose emperor accepted an English Bible from the society, and Japanese translation from his Christian subjects. Translations of parts of the New Testament have been printed in Hingua colloquial, and a revision has begun of the Foochow colloquial New Testament and the Shanghai colloquial Old Testament. Since the American Bible society was organized in 1816, it has sent forth 65,962,505 copies of the scriptures.

Commissioners' Notice.

EMELINE R. GAMMELL'S ESTATE.

The subscribers having been appointed by the Honorable Probate Court for the District of Caledonia, Commissioners to receive, examine, and adjust all claims and demands of all persons against the estate of Emeline R. Gammell late of Barnet, in said district deceased, and the term of six months from the 26th day of July 1899, being allowed by said Court to the creditors of said deceased, to exhibit and prove their respective claims before us: Give notice that we will attend to the duties of our appointment at the store of W. H. Burbank & Co. in Barnet, in said district, on the 17th day of August and the 25th day of January next, at 1 o'clock in the forenoon, on each of said days

JOHN S. T. WALLACE,
EDWARD ABBOTT,
Commissioners.

Barnet, Vt., July 25, A. D. 1899.

Time Tables.

BOSTON & MAINE R. R.

PASSUMPSIC DIVISION

SUMMER ARRANGEMENT, June 26, 1899.

Trains Leave St. Johnsbury.

GOING SOUTH.

For Concord, Manchester, Nashua, Lowell and Boston via White River Junction, 12.43 and 8.58 a. m., arriving at Boston 8.15 a. m. and 4.30 p. m.

For Concord, Manchester, Nashua, Lowell and Boston via Wells River and Plymouth, 1.40 a. m. (daily), 8.58 and 9.45 a. m. and 2.34 p. m. Arriving at Boston, 8.10 a.m., 4.30 and 8.30 p. m.

For White River Junction, Bellows Falls, Northampton, Springfield, Hartford, New Haven and New York, 12.43, 8.58 and 9.45 a. m.

For Newbury, Bradford, Norwich and White River Junction, 12.43 and 8 58 a. m. and 6.00 p. m.

For Passumpsic, Barnet and McIndoes, 8.58 a. m., 6.00 p.m.

For Wells River, 12.43, 1.40, and 8.58 a. m., 2.34 and 6.00 p. m.

For Montpelier, 9.45 a. m., 2.34 p. m.

For Littleton, 8.58 a. m., 2.34 and 6.00 p. m.

GOING NORTH.

For Lyndonville and Newport, 2.20, 3.08 and 10.45 a. m., 3.13, 4.27 and 7.56 p. m.

For West Burke, Barton and Barton Landing, 3.08 and 10.45 a. m., 4.27, 7.56 p m

For Stanstead and Derby Line, Massawippi, North Hatley, Lennoxville and Sherbrooke, 3.08 and 10.45 a. m., 7.56 p. m.

For Quebec via Sherbrooke and Grand Trunk Ry., 3.08 a. m. and 7.56 p. m.

For Quebec via Sherbrooke and Quebec Central Rv., 3.08 a. m and 7.56 p. m.

For Montreal via Sherbrooke and Grand Trunk Ry., 3.08 a. m. and 7.56 p. m.

For Montreal via Newport and Canadian Pacific Ry., 2.20 a. m. (daily), 3.13 p. m.

D. J. FLANDERS,
Gen. Pass. and Tkt. Agt.

ST. JOHNSBURY AND LAKE CHAMPLAIN R. R.

SUMMER ARRANGEMENT, June 26, 1899.

Trains Leave St. Johnsbury.

GOING WEST.

For Danville, Hardwick, Morrisville, Cambridge Junction, Burlington, St. Albans and Rutland 7.34 a. m. and 3.20 p. m.

For Danville, West Danville, Walden, Greensboro, East Hardwick, Hardwick, Morrisville, Hyde Park, 7.34 a. m., 3.20 and 8.10 p. m.

For Johnson, Cambridge Junction, Burlington, Fletcher, Fairfield, Sheldon, Highgate and Swanton, 7.34 a. m. and 3.20 p. m.

For Stanbridge, St. Johns, and Montreal via East Swanton, 7.34 a. m. and 3.20 p. m.

GOING EAST.

For East St. Johnsbury, North Concord Miles Pond Lunenburg 2.30 and 6.50 a. m. 2.45, 4.32, (mixed) p. m.

For Whitefield, Fabyans, Crawfords, Glen, North Conway, Fryeburg, Portland, Brunswick, Lewiston, Augusta, Waterville, Bangor and St. John, 2.30 and 6.50 a. m., 2 45 p. m.

D. J. FLANDERS,
Gen. Pass and Tkt. Agt.

MAINE CENTRAL R. R.

Through the White Mountains
To Lancaster, Colebrook, North Conway, Boston, Portland, Lewiston, Bangor, Bar Harbor and St. John.

LOCAL TIME TABLE—ON AND AFTER JUNE 26, 1899.

LEAVING ST. JOHNSBURY.

	A.M.	A.M.	NOON	P.M.	P.M.
St. Johnsbury,	2.30	6.50		2.45	
Lunenburg,	3.50	7.45		3.45	
Whitefield,	4.02	7.57		3.57	5.20
Quebec June.,	5.10		12.55	4.15	8.00
Jefferson,	5.30		1.05	4.25	8.10
Waumbek Ho.,				4.40	8.55
Lancaster, ar.,	5.55		1.20	4.41	8.25

LEAVING LANCASTER.

	A.M.	P.M.	P.M.	P.M.	NIGHT
Lancaster,	7.55	12.40	3.50	6.45	
Waumbek Ho.,	8.15	12.40		5.00	
Jefferson,	8.10	12.53	4.04	7.00	
Quebec Jc., ar.,	8.20	1.06	4.15	7.10	
" lv.,		1.40	4.25		12.10
Whitefield,		1.53	4.35		12.22
Lunenburg, ar.,		2.05	6.10		12.35
St. Johnsb'y, ar.,		3.03	7.05		1.30

THROUGH TRAINS.

St Johnsb'y,	2.30 a.m.	6.50 a.m.	2.45 p.m.	
N Conway,	5.57 "	10.08 "	6.07 "	
Boston	12.30 p.m.	3.20 p.m.		
Portland,	8.05 a.m.	12.15 "	7.45 "	
Boston via Portland,	12.30 p.m.	4.00 "	5.57 a.m.	
Lewiston,	9 45 a.m.	2.40 "	9.15 p.m.	
Bangor,	3.00 p.m.	4.40 "	4.15 a.m.	
Bar Harbor,	5.45 "	7.30 "	7.50 "	
St. John,	10.30 "		11.50 "	

Trains arrive at St. Johnsbury from Boston, Portland, Lewiston, Augusta, North Conway and White Mountain resorts 1.30 a. m., 3.03 and 7.05 p. m.

GEORGE F. EVANS, Vice Pres., Gen. Mgr.
F. E. BOOTHBY, G. P. & T. A.

CENTRAL VERMONT RY.

IN EFFECT JUNE 25, 1899.

Trains leave Cambridge Junction daily except Sundays, as follows:—

10:25 a.m.—Express for Essex Jct. and Burlington, connecting at Essex Jct. with express for Concord, Nashua, Worcester, Boston, Springfield and New York. Wagner Parlor Car, Essex Jct. to Boston via Lowell, also connects with Green Mountain Flyer for Rutland, Albany and New York Wagner Parlor Cars Essex Jct. to Boston and Troy. Also connects at Essex Jct. with local for St. Albans, Richford and Rouses Point. Mixed train leaves Jeffersonville at 5:40 a. m., arriving at Burlington at 8:20 a. m.

6:30 p. m.—Express for Essex Jct. and Burlington, connecting at Essex Jct. with night express for Rutland, Albany and New York, Bellows Falls, Worcester, Providence and Boston. Wagner Sleepers Essex Jct. to Boston and New York without change. Also connects at Essex Jct. with mid-light express for White River Jct., Nashua, Worcester, Providence, Boston, Springfield, New York, New London and all New England points. Wagner Sleepers to Boston and Springfield without change.

Trains arrive at Cambridge Jct.:—

10:05 a. m.—Passenger from Rouses Point, St Albans and Burlington.
4:45 p. m. Mixed from St. Albans, Burlington and White River Jct.

6:05 p. m.—Express from Boston, Springfield, Albany and all New England points, also from Rouses Point and St. Albans.

B. H. FITZHUGH, Vice Pres. and Genl. Mgr.
S. W. CUMMINGS, General Passenger Agent.

MONTPELIER AND WELLS RIVER R.R.

IN EFFECT JUNE 26, 1899.

TRAINS WEST.

Trains leave Wells River daily except Sunday at 6.15, 10.30 a. m., *2.32, 3.40 p. m., for South Ryegate, Groton, Marsfield, Plainfield, Montpelier and Barre. Arrive Montpelier, 10.00, 11.50 a. m., 3.42, 5.40 p. m. Arrive Barre, 10.05, 12 10 p. m., 4.05, 6.00 p. m. *Stops at South Ryegate, Groton, Marhsfield and Plainfield for passengers to or from connecting roads only. Has Wagner Chair Car, Fabyans to Burlington, arriving at Burlington at 5.15 p. m.

TRAINS EAST.

Leave Barre at 7.20 a. m., *12.20, 3.25 p. m. Leave Montpelier at 4.30 8.00 a. m., *1.10, 4.10 p. m. Arrive Wells River at 8.48, 9.30 a. m., 2.22, 6.40 p. m. *Stops at Marshfield, Groton and South Ryegate for passengers to or from connecting roads only. Has Wagner Chair Car, Burlington to Fabyans, arriving at Fabyans at 4.00 p.m.

W. A. STOWELL, Gen. Mgr.
F. W. STANYAN, Superintendent.
F. W. MORSE, Gen. Pass. Agt.

RUTLAND RAILROAD.

Time Table Corrected to May 15, 1899.

Leave	†a.m.	†p.m.	†p.m.	†p.m.	*§p.m.
Burlington	8.30	12.05	1.45	5.30	10.06
Arrive at Rutland Vt.	11.05	2.00	6.15	8.00	12.10
	p. m.	p. m.			a. m.
Troy, N. Y.	2.10	4.45			2.45
Albany, N. Y.	2.55	5.25			6.25
New York.	7.00	10.00			7.20
Bellows Falls,	1.25	3.50			2.20
Boston, Mass.	5.40	7.25			7.00
Providence, R.I.	7.25	11.35			8.05
Worcester, M.,	5.00	7.06			6.40
Springfield, "	4.05	6.18			7.30

*Daily. †Daily except Sunday.
§Wagner Parlor Cars to Boston and N. Y.
‖Wagner Sleeping Cars to Boston and New York.
For Detailed time tables consult folders
C. L. Pierce, General Superintendent. H. A. Hodge, Traffic Manager
R. T. McKeever, Gen. Pass. Agent.